

## SAN JOSE TO MERCED



January 2011

## ***AGENDA***

- **Open House 6:00**
- **Welcome/Meeting Goals 6:30**
- **Context & Setting 6:35**
- **Alignment Development 6:50**
- **Break-out Groups 7:10**
- **Report Back 8:25**
- **Next Steps 8:50**

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## ***TONIGHT'S WORKSHOP***

- Begin a **series** of community workshops
- Describe basis for design
- Inform future community workshop topics
  - Traffic, parking and circulation
  - Station design
  - Sound, visual
  - Mitigation
  - How to effectively comment on the Draft EIR/EIS



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## GOALS

### By the end of tonight, we will:

- **Explain** how we arrived at these alignments
- **Review** key factors affecting alignment development
- **Describe** how your input has influenced the development of the project to date
- **Develop** a deeper understanding of your priorities
- **Describe** the steps that follow

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# CALIFORNIA'S HIGH-SPEED TRAIN SYSTEM

*Largest public infrastructure project in U.S. history*

- 520-miles system (up to 800-miles when full system is realized)
- Operating speeds up to 220 mph
- 100% clean electric power
- Safely grade-separated
- Reliable, easy way to travel
- Creates jobs/ stimulates economy



# ***WHY WE NEED IT***

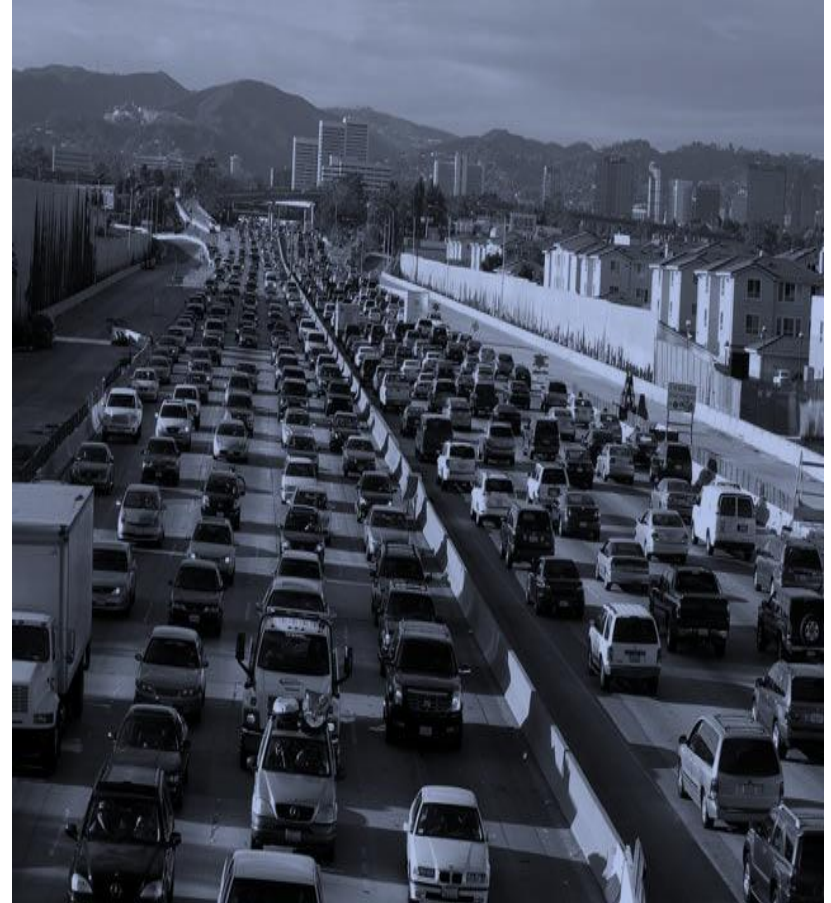
*Status quo is not an option*

## **Population Growth**

- California's population now: 38 million  
By 2035: 50 million

## **We can build...**

- New freeways, airport runways and more departure gates to address our expected population growth
- or*
- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy



# WHY WE NEED IT

## Jobs

- 600,000 full-time, one-year, construction-related job-equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 economy-wide jobs by 2035

## Mobility

- "Economic power is how fast you move people and goods around the state." Gov. Arnold Schwarzenegger, January 15, 2008.

## Environment

- Reduced greenhouse gases
- AB 32: California's 2006 landmark legislation to reduce greenhouse gas emissions 25% by 2020

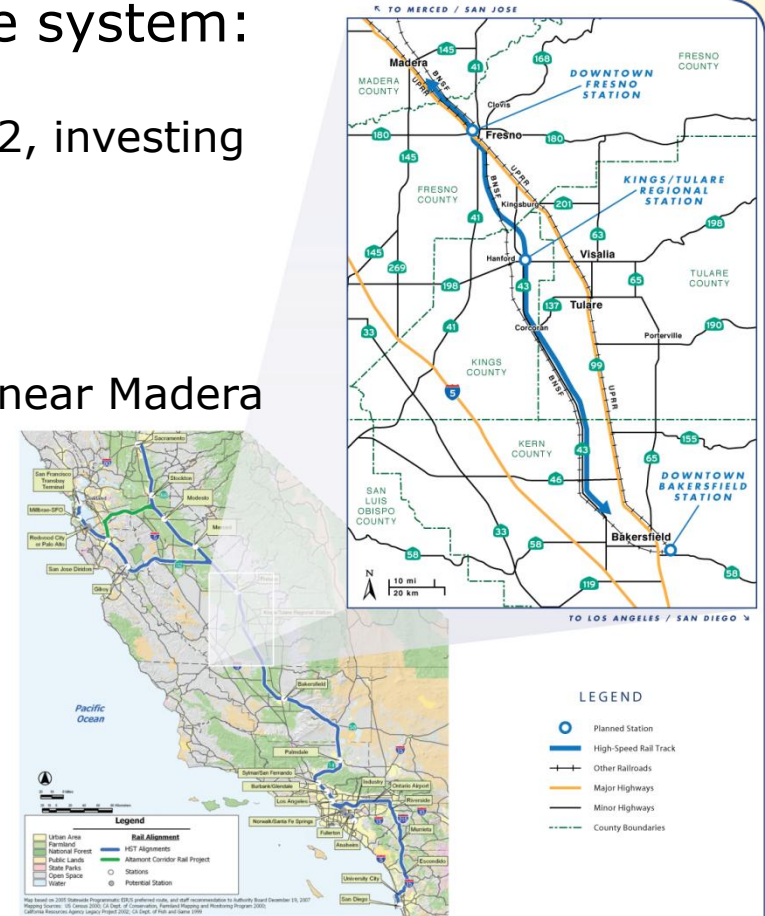




# THE STARTING POINT

Initial infrastructure construction will begin in the Central Valley, the backbone of the system:

- Construction starting in second half of 2012, investing \$5.5 billion into the economy
- Potential to create nearly 100,000 jobs
- More than 120 miles from north of Fresno near Madera to Bakersfield – a choice that:
  - Meets state and federal requirements
  - Gives the greatest flexibility to build both north and south as funding becomes available
  - Constitutes the backbone of a system that will reach across the whole state



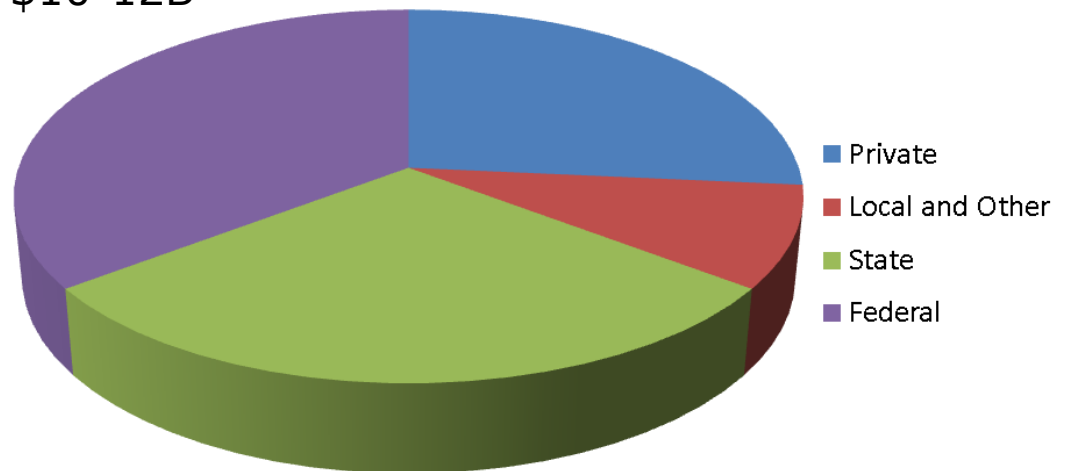


# FUNDING

## **Projected overall construction cost: \$42.6 billion**

(Anticipated funding sources)

- California Funding: \$9B
- Federal Funding: \$17-19B
- Local Funding: \$4-5B
- Private Investment: \$10-12B



## RECAP OF OUR ACTIVITIES

- **2005:** *Final Program Environmental Impact Report/Statement for the Proposed California High-Speed Train System*
- **2008:** *Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/Statement*
- **Now:** Study this section in a **project** EIR/EIS
- **Next:** Release a **project** Draft EIR/EIS (August 2011)

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# ***WE STARTED WITH... ONE ALIGNMENT & ONE GILROY STATION***



## ***WE ASKED FOR INPUT...***

- Scoping process and meetings
- Public informational meetings
- Technical Working Group meetings
- Council meetings and study sessions
- Agency coordination
- Phone calls, emails, letters



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## ***WE HEARD A VARIETY OF ISSUES...***

- Sound, vibration
- Property
  - Residential, commercial
  - Farmland, open space
- Visual, aesthetic
- Traffic and circulation
- Station design, area planning, parking
- Community character
- Economic growth



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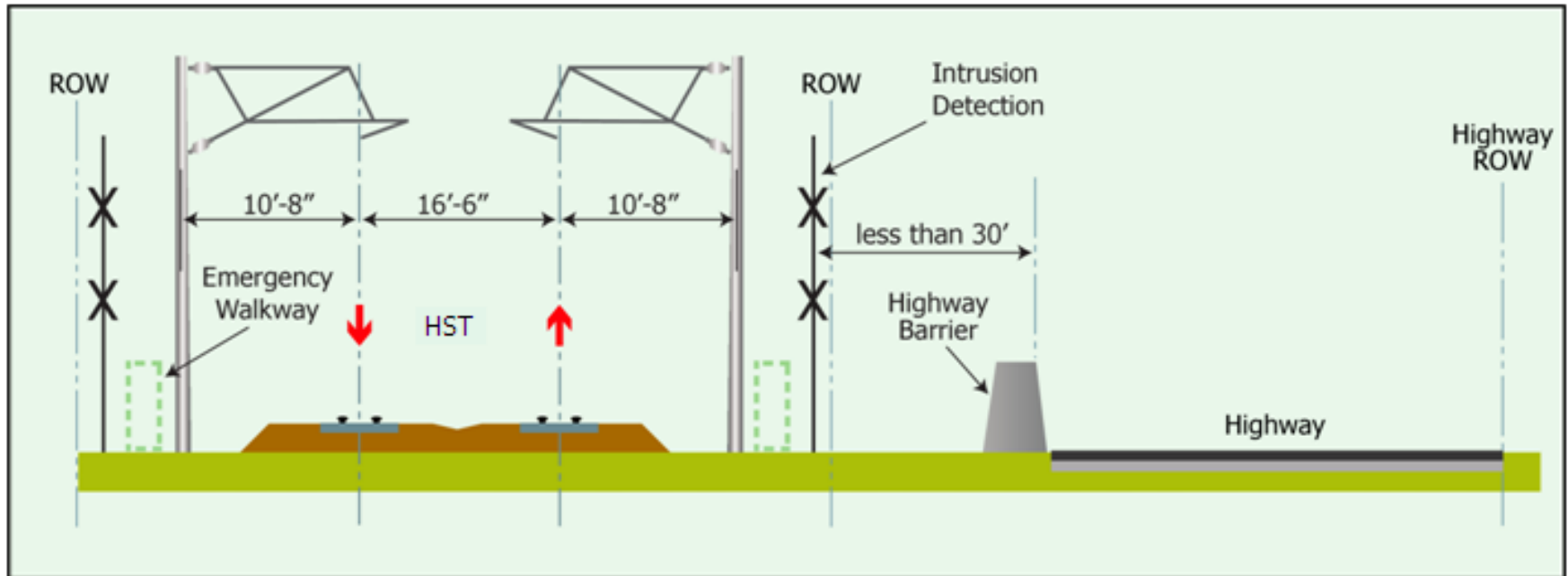
## ***WE MUST FOLLOW...***

- **Design guidelines and criteria**
  - Travel time
  - Fully grade-separated, secure system
  - Transportation corridors
  - Horizontal and vertical design options
- Federal Railroad Administration (FRA), California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), California High-Speed Rail Authority (CHSRA), and others

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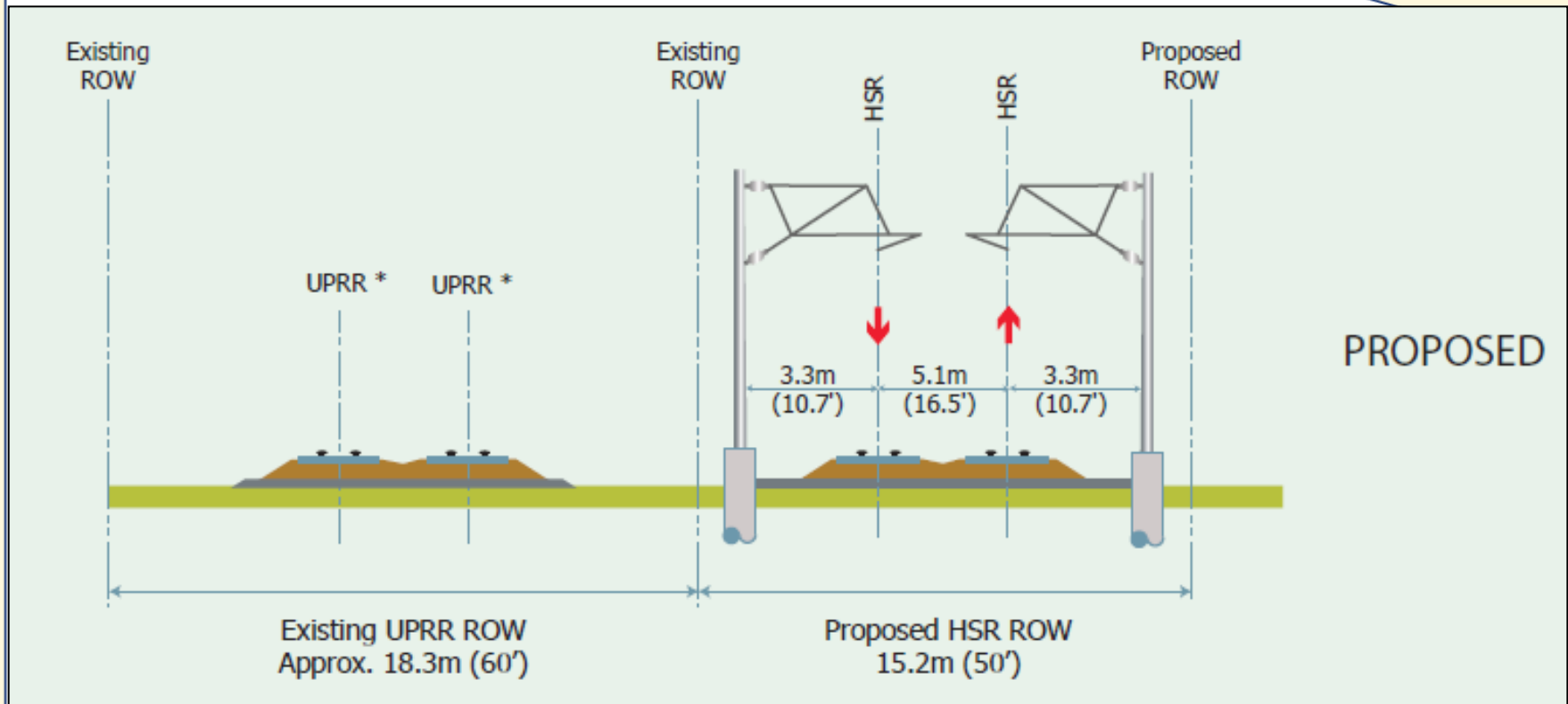
## DESIGN OPTIONS - TYPICAL SHARED HIGHWAY SECTIONS



**Typical Shared Highway Corridor**

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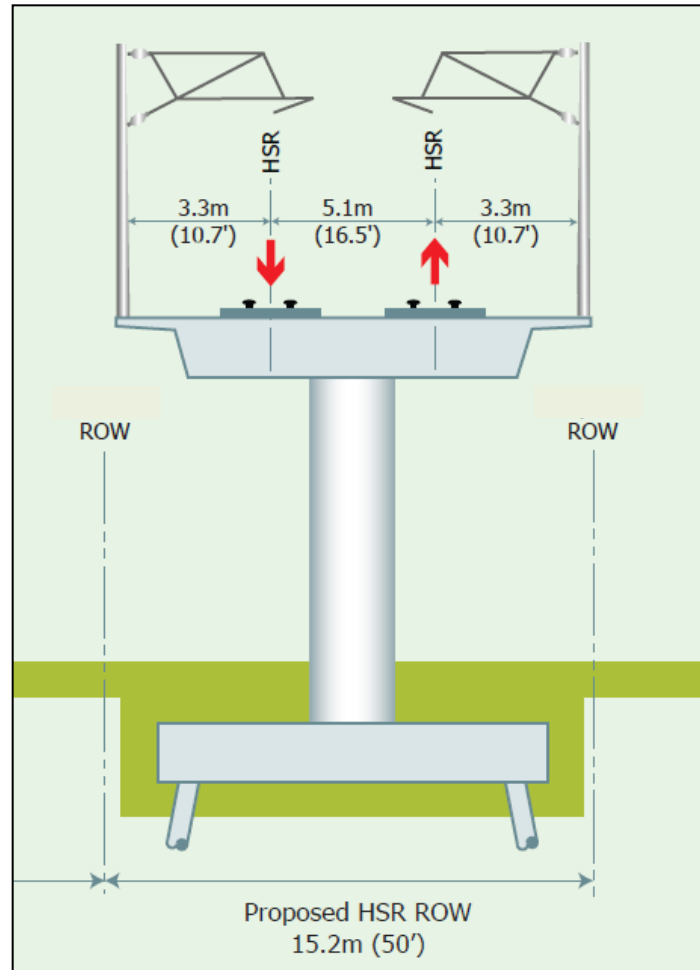
## DESIGN OPTIONS - TYPICAL SHARED RAILROAD CORRIDOR SECTION



**Typical Shared Railroad Corridor**

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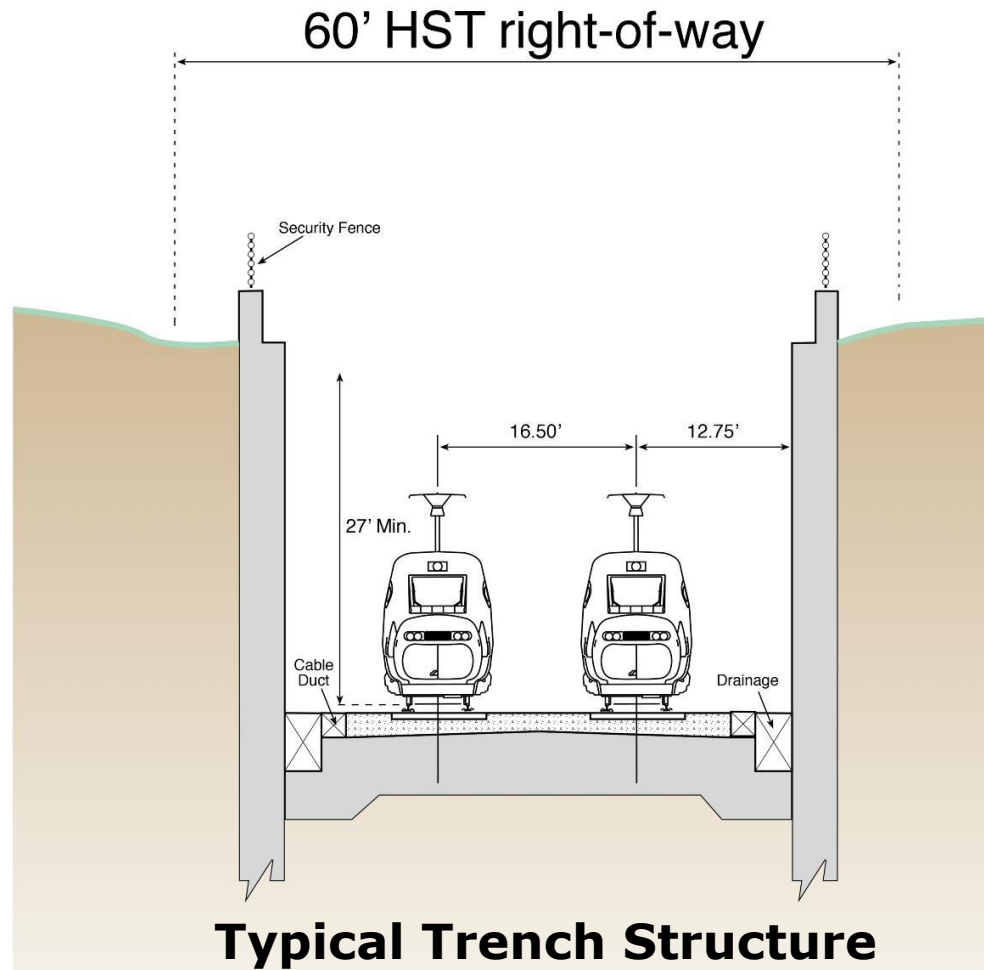
## DESIGN OPTIONS - TYPICAL AERIAL SECTION



**Typical  
Aerial Structure**

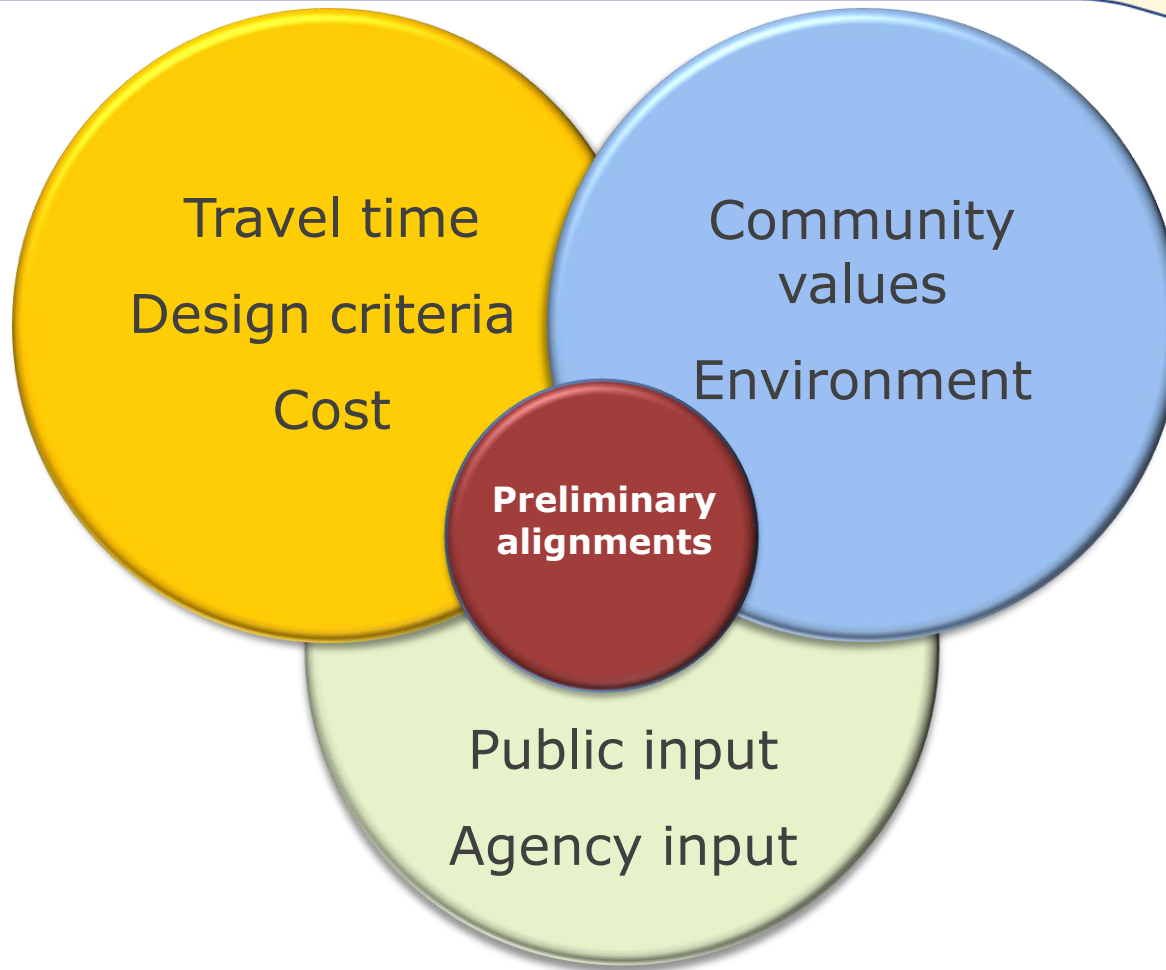
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# DESIGN OPTIONS - TYPICAL TRENCH SECTION



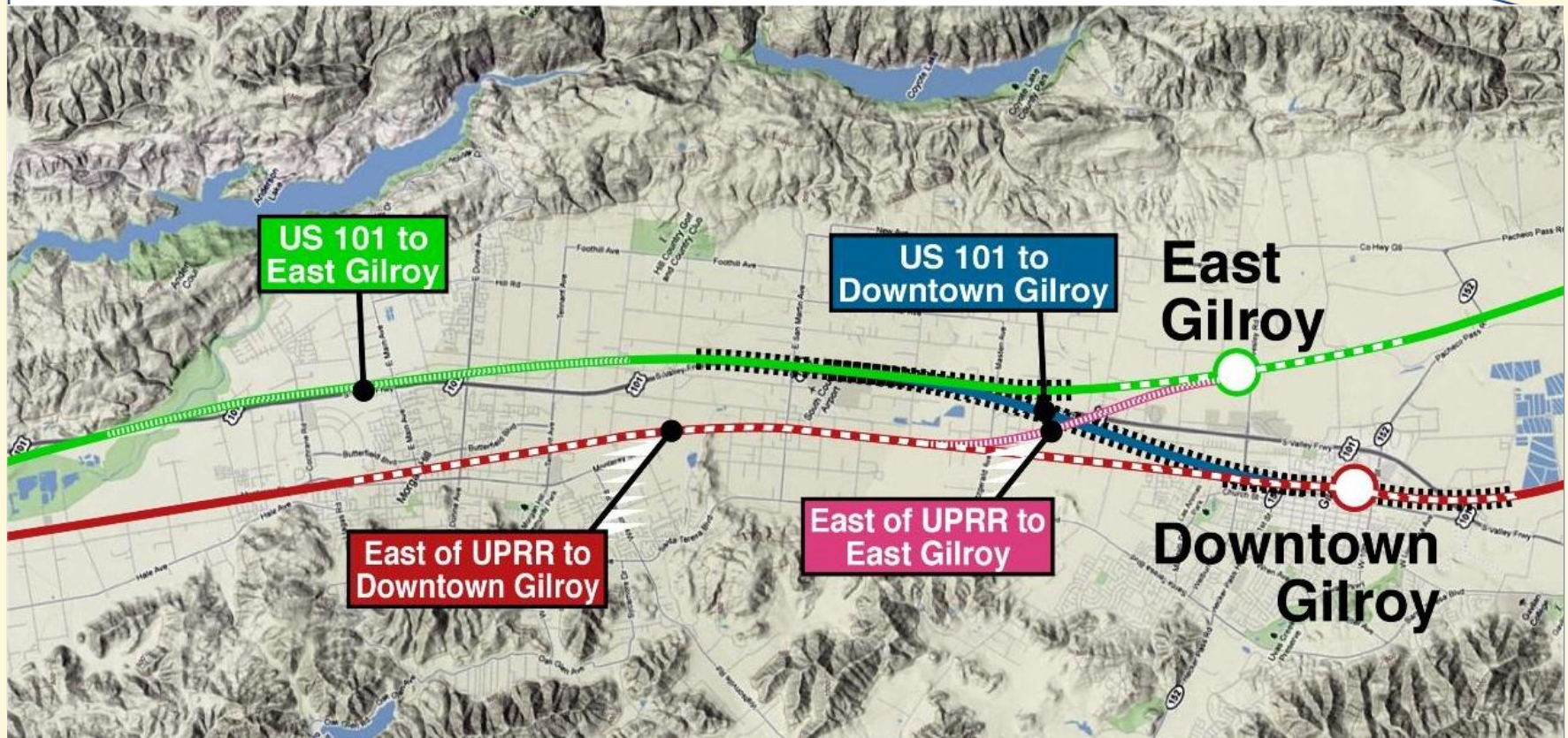
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# ***INFLUENCES ON THE PRELIMINARY ALIGNMENTS***



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## WE RESPONDED...



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## ***LEGEND FOR THE FOLLOWING MAPS***

### Vertical Alignment

 = At-Grade

**Simulation of typical at-grade section**



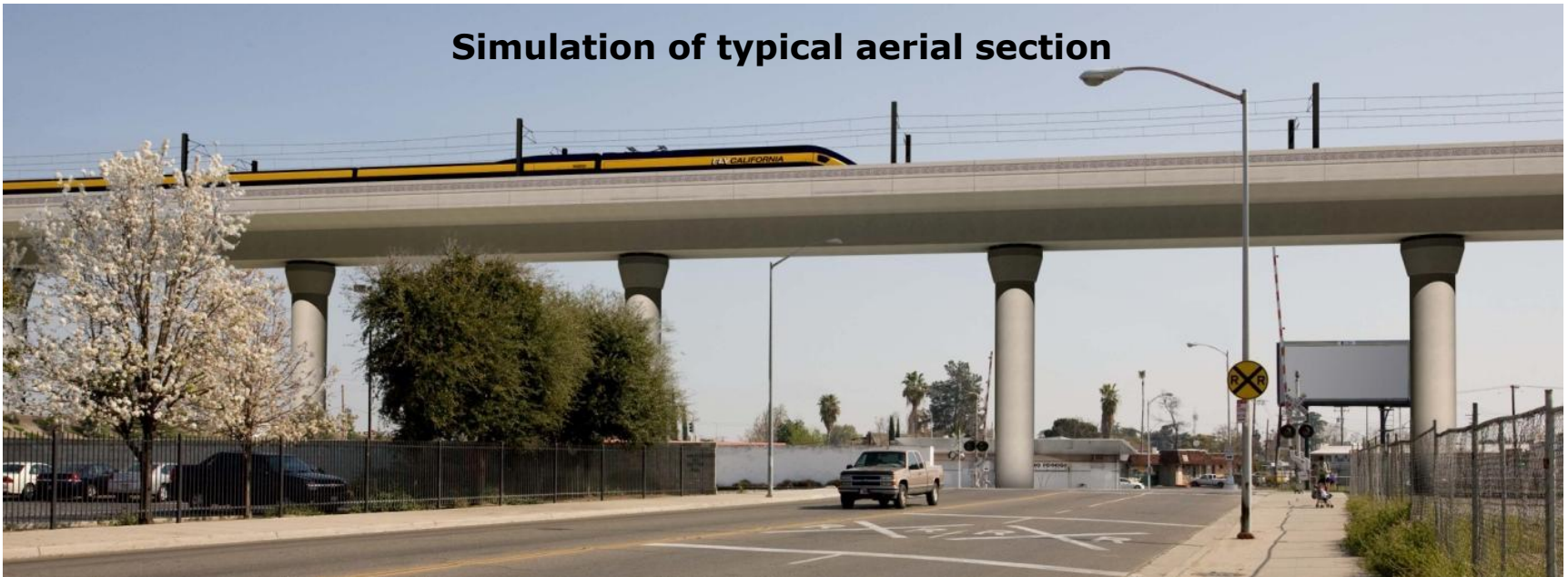
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## ***LEGEND FOR THE FOLLOWING MAPS***

### Vertical Alignment

 = Aerial

**Simulation of typical aerial section**



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## ***LEGEND FOR THE FOLLOWING MAPS***

Vertical Alignment



= Trench

**Simulation of typical trench section**



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## ***LEGEND FOR THE FOLLOWING MAPS***

### Vertical Alignment



- At-Grade



- Aerial



- Trench



Station



Alignment Label



Critical  
factor

**\*Note: all design options are preliminary and subject to change**

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# ALIGNMENT DEVELOPMENT – MORGAN HILL/GILROY SUBSECTION

US 101

US 101  
Corridor

East of UPRR

UPRR  
Corridor

Morgan Hill

S Valley Fwy

Cochrane Rd

Butterfield B

Hale Ave

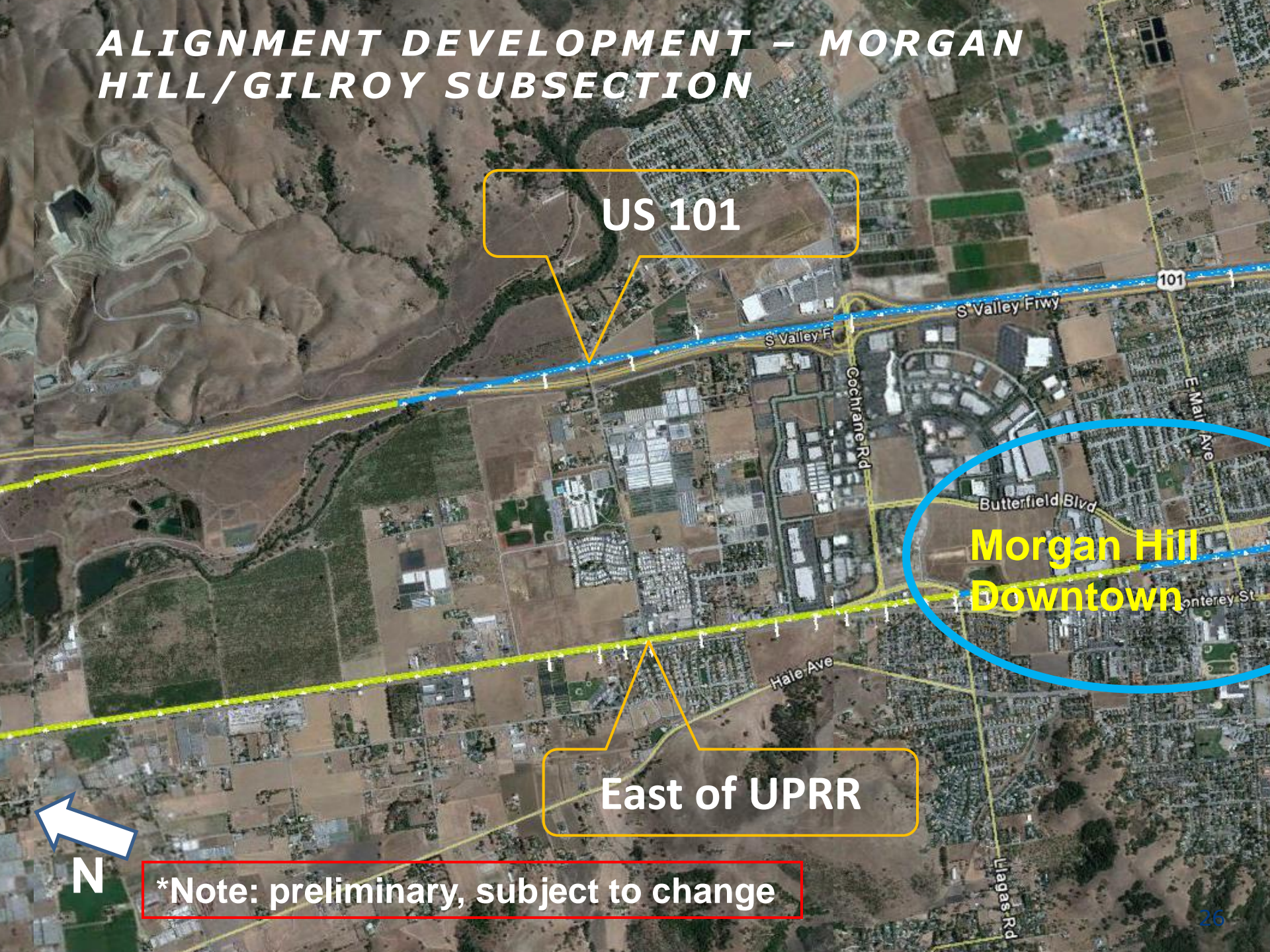
Llagas Rd

N

\*Note: preliminary, subject to change



# ALIGNMENT DEVELOPMENT – MORGAN HILL/GILROY SUBSECTION



US 101

S Valley Fwy

101

S Valley Fwy

Cochrane Rd

E Main Ave

Butterfield Blvd

Morgan Hill  
Downtown

Monterey St

Hale Ave

Liagas Rd

East of UPRR

\*Note: preliminary, subject to change

N



# ALIGNMENT DEVELOPMENT – MORGAN HILL/GILROY SUBSECTION

US 101

US 101 Curve

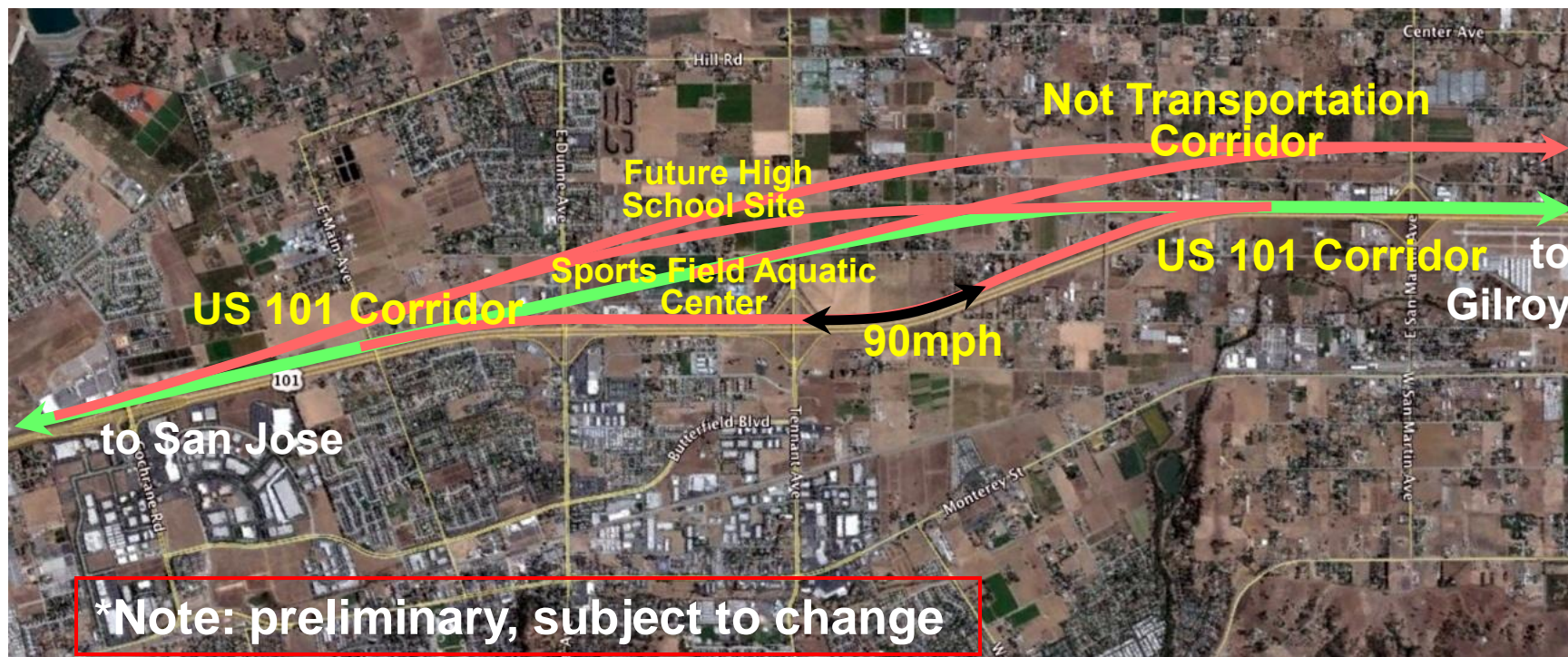
Morgan Hill  
Downtown

East of UPRR

\*Note: preliminary, subject to change



## ***CURVE ALONG US 101 IN MORGAN HILL***



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**ALIGNMENT DEVELOPMENT – MORGAN HILL/GILROY SUBSECTION**

US 101

US 101 Curve

CHP Scales

Airport

San Martin

East of UPRR

Note: preliminary, subject to change

29



**US 101**

**US 101 Curve**

S Valley Fwy

**CHP Scales**

**Airport**

**CHP Scales**

**Airport**



**\*Note: preliminary, subject to change**



# ALIGNMENT DEVELOPMENT – MORGAN HILL/GILROY SUBSECTION

US 101

East Gilroy Station  
(At-Grade)

Alignment  
Options

Hospital

Outlets

\*Note: preliminary,  
subject to change

East of UPRR

US 101 To Downtown Gilroy  
Station (Aerial)

Downtown  
Gilroy  
Station

N



# ALIGNMENT DEVELOPMENT – MORGAN HILL/GILROY SUBSECTION

East of UPRR  
to East Gilroy Station

East Gilroy Station  
(Aerial)

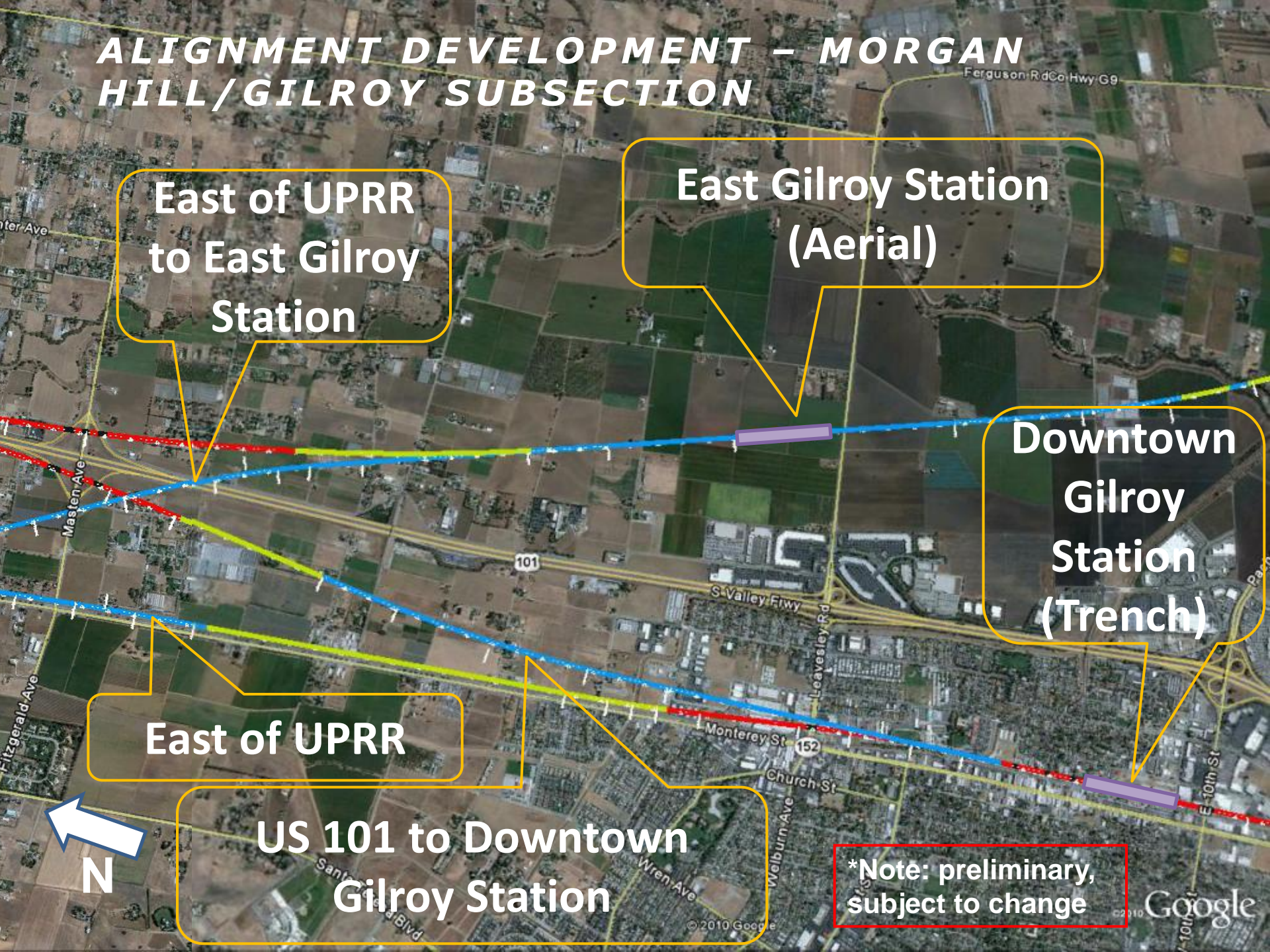
Downtown  
Gilroy Station  
(Trench)

East of UPRR

US 101 to Downtown  
Gilroy Station

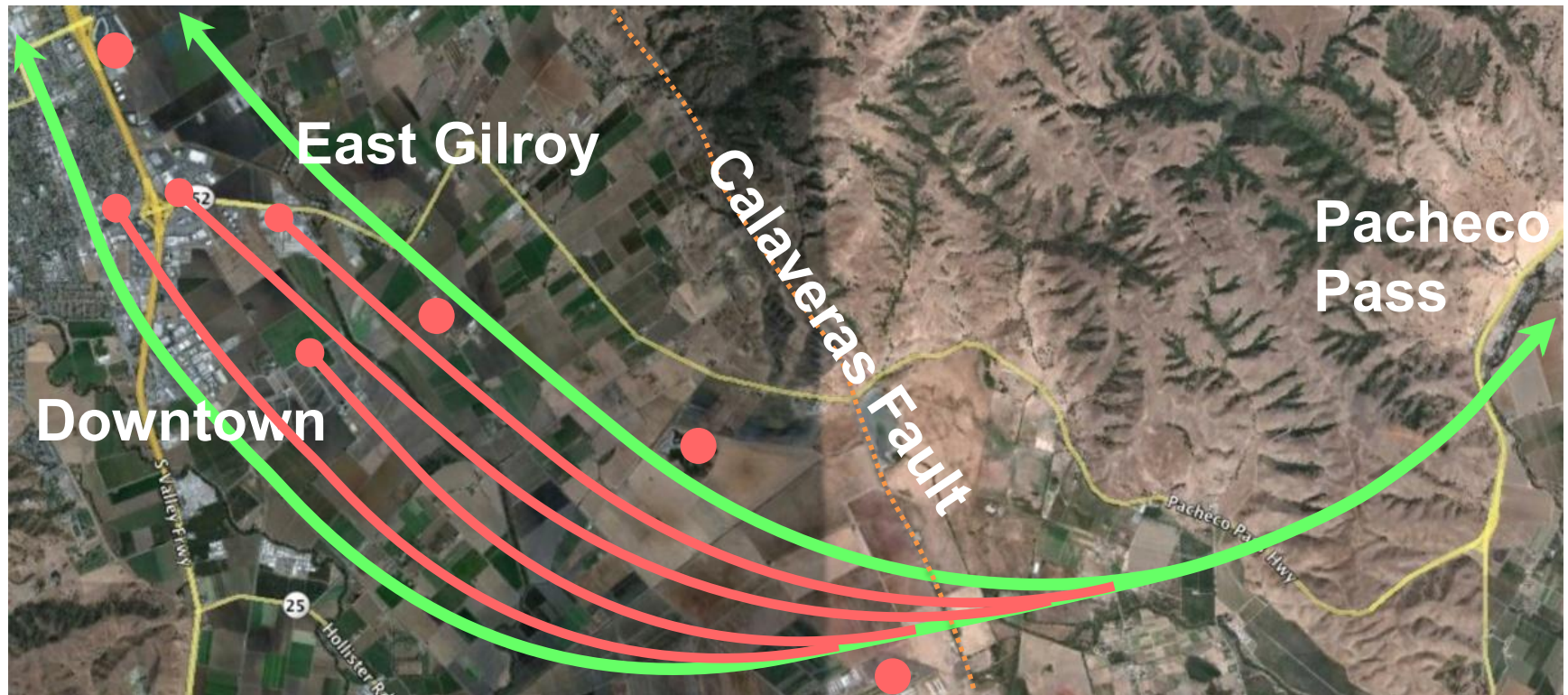
\*Note: preliminary,  
subject to change

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## ***CURVE FROM PACHECO PASS TO GILROY***



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## UPDATED ALIGNMENT MAPS

- Current alignments being evaluated
- Station options
- Proposed road network (new)



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# **REPRESENTATIVE SIMULATIONS**

## **AT-GRADE, UNDERPASS**



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# **REPRESENTATIVE SIMULATIONS**

## **AT-GRADE, OVERPASS**



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# **REPRESENTATIVE SIMULATIONS**

## **AERIAL, AT 6<sup>TH</sup> STREET, GILROY**



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## ***BREAK OUT SESSION***

- Help us understand your thoughts on the current alignments
- Provide your input on the proposed roadway modifications
- Report your feedback with the larger group later tonight

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## ***NEXT STEPS***

- Tonight's discussion will inform our continued analysis and future community workshop topics
- Project milestones
  - Supplemental Alternatives Analysis Report (Spring 2011)
  - Draft EIR/EIS (Summer 2011)
  - Final EIR/EIS (Spring 2012)
  - NOD/ROD (Spring 2012)
  - Construction (2013)

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## ***QUESTIONS/COMMENTS***

### **Contact Us:**

- **Website:** <http://www.cahighspeedrail.ca.gov>
- **Phone:** 1-800-881-5799

### **Comments:**

- **Email:** [san.jose\\_merced@hsr.ca.gov](mailto:san.jose_merced@hsr.ca.gov)
- **Postal Mail:**  
California High-Speed Rail Authority  
San Jose to Merced Section  
925 L Street, Suite 1425  
Sacramento, CA 95814

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Thank you!

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